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Serial No. 10/775,258  
Response to Office Action dated September 27, 2006  
Tom Campbell - Inventor

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CENTRAL FAX CENTER  
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**Amendments to the Claims:**

Please amend the claims as follows:

1. (Currently Amended) A system for centralized transfer of cargo to or  
~~and from~~ rail cars comprising:
  - ~~a first railway to accommodate the rail cars;~~
  - ~~a staging area; and~~
  - ~~a second railway positioned between the first railway and the staging area~~  
~~to accommodate a movable transfer deck;~~
  - ~~a palletized cargo container, having specifically adapted for shipping cargo~~  
~~in a rail car comprising~~
    - ~~a base;~~
    - ~~two side walls extending upward from said base, and;~~
    - ~~a platform secured to said side walls; and~~
    - ~~an open top; wherein the rail car has a~~  
a pneumatically retractable conveyor means on positioned in the floor of  
the rail car, thereof; wherein the palletized cargo container is selectably  
movable on said pneumatically retractable conveyor means; and wherein  
the cargo is transferred between the staging area and the rail cars via the  
movable transfer deck.
2. (Currently Amended) The system of claim 1, wherein the base of the  
palletized cargo container includes a container conveyor device positioned  
thereon, staging area is a truck loading and unloading zone.
3. (Original) The system of claim 1 wherein said rail cars are refrigerated  
rail cars.

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4. (Currently Amended) The system of claim 31, wherein the movable transfer dock includes a means for positioning the movable transfer dockbase is configured to support the palletized cargo container off the floor of the rail car, thus providing a first air plenum between the floor of the rail car and the base.

5. (Currently Amended) The system of claim 4, 1 further comprising a means for temporarily securing the movable transfer dock to at least one of the rail cars wherein the platform of the palletized container is configured to support a pallet thereon while providing a second air plenum between platform and the supported pallet.

6. (Currently Amended) The system of claim 5, 4 wherein the palletized cargo container is configured to be secured in the rail car via the retraction of the conveyor positioned in the floor of the rail car, such that the base of the palletized container frictionally engages the floor of the rail car.  
~~movable transfer dock further comprises conveyor means for facilitating the movement of cargo.~~

7. (Cancelled) The system of claim 1 wherein the movable transfer dock is a partially enclosed unit comprising a plurality of doors for receiving and depositing cargo.

8. (Cancelled) The system of claim 7 wherein the movable transfer dock further comprises expandable curtain seals for sealing the area between at least one door and the rail cars.

9. (Original) The system of claim 1 wherein one or more of the rail cars

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are boxcars.

10. (Currently Amended) A cargo container system comprising:

a refrigerated rail car having a retractable conveyor means ~~on~~  
positioned in the floor thereof;

a ~~palletized~~ cargo container specifically adapted for shipping  
refrigerated cargo in ~~a~~ the refrigerated rail car, comprising:

a base;

two side walls extending upward from said base;

a platform secured to said side walls; and

an open top; wherein the refrigerated rail car has a conveyor  
means on the floor thereof; and wherein the palletized cargo  
container is movable on said retractable conveyor ~~means~~.

11. (Cancelled) The system of claim 10 wherein the platform is adjustable  
in a heightwise direction.

12. (New) The cargo container system of claim 10, wherein the base is  
configured to support the cargo container off the floor of the refrigerated rail car,  
thus creating an air circulation plenum between the floor of the refrigerated rail  
car and the cargo.

13. (New) The cargo container system of claim 10, wherein the platform  
is configured to support a second tier of cargo thereon.

14. (New) The cargo container system of claim 10, wherein the  
retractable conveyor is pneumatically actuated and is configured to be retracted  
into the floor of the refrigerated rail car.